

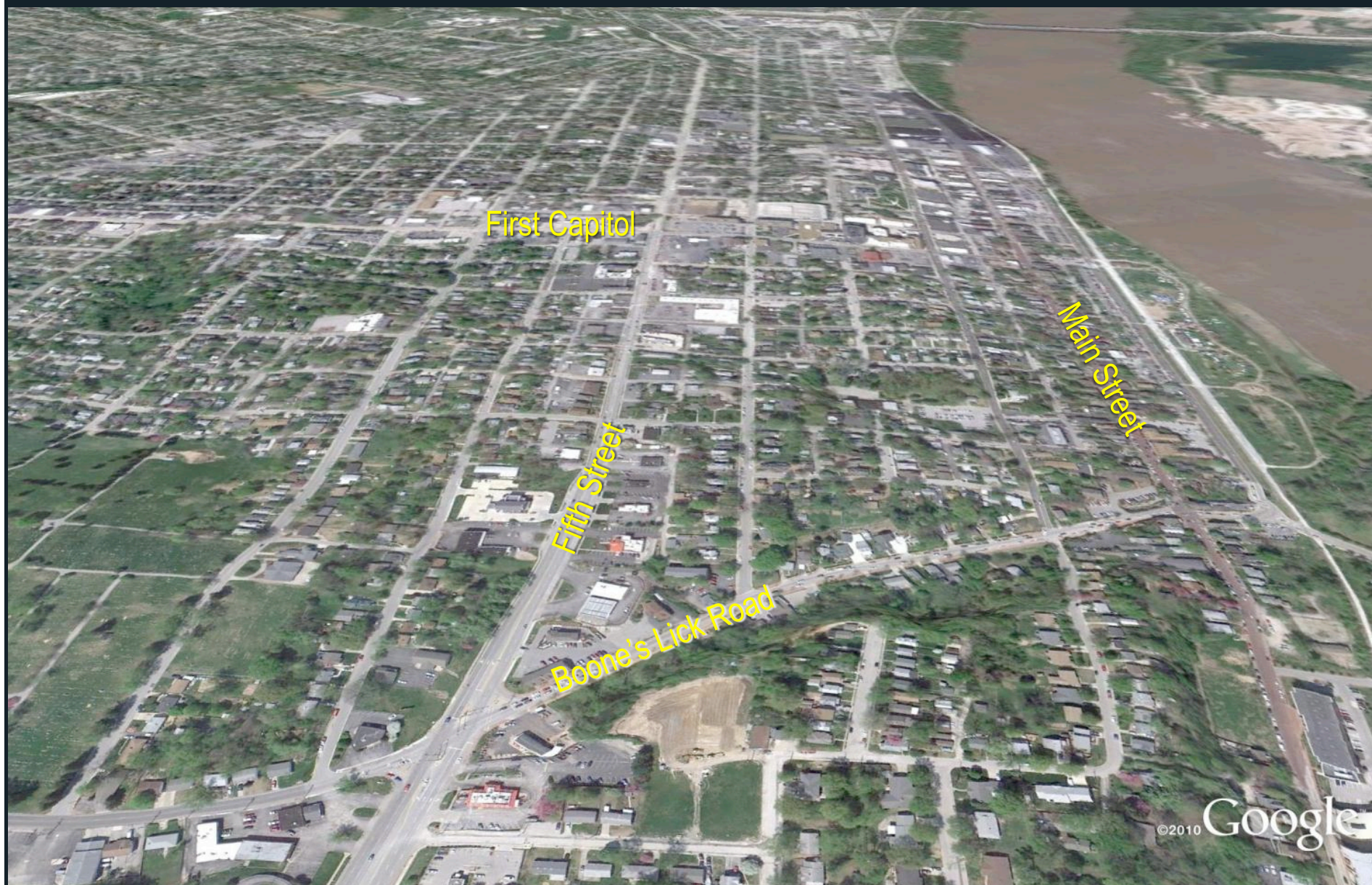


**SSM** St. Joseph  
Health Center

It is not necessary to change.  
Survival is not mandatory.  
- W. Edwards Deming

Destiny is not a matter of chance; but a  
matter of choice. It is not a thing to be  
waited for, it is a thing to be achieved.  
- Williams Jennings Bryan

## FIFTH STREET CORRIDOR / HOSPITAL DISTRICT MASTER PLAN



# Fifth Street/Hospital Area Project Study Area



# Why this Project? Why Now?

The diagram features a dark blue background. At the top is a dark grey header with the title 'Why this Project? Why Now?'. Below the header, two large arrows point towards a central red triangle. The left arrow is light green and contains the text 'SJHC Long Term Investment Planning'. The right arrow is purple and contains the text 'Fifth Street Corridor Planning by City'. The red triangle at the bottom contains the text 'Common Vision'.

SJHC Long  
Term Investment  
Planning

Fifth Street  
Corridor  
Planning by City

Common  
Vision

# The Charrette Week Schedule

**Location: St. John United Church of Christ Fellowship Hall, 405 South 5<sup>th</sup> Street**

Monday, June 20 <sup>th</sup>		Topic/Stakeholder Group
1:00 pm – 5:00 pm		Transportation Design Workshop
5:00 pm – 6:00 pm		Project Design Update/Daily Work Pin-Up Session
6:00 pm – 8:00 pm		Public Workshop #2/Medical Office Building Physicians

Tuesday, June 21 <sup>st</sup>		Topic/Stakeholder Group
8:30 am – 9:45 am		Fifth Street Property Owners/Businesses I
10:00 am – 11:15		Commercial Developers/Brokers
1:00 pm – 2:15 pm		Fifth Street Property Owners/Businesses II
2:30 pm – 3:45 pm		SJHC/Lindenwood University – First Capitol Strategy
4:00 pm – 5:15 pm		Neighborhood Conservation/Historic Preservation
5:30 pm – 6:30 pm		Project Design Update/Daily Work Pin-Up Session
6:30 pm – 8:00 pm		Open Design Studio

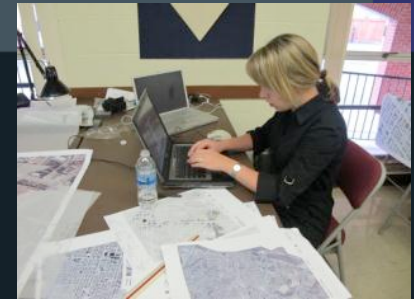
  

Wednesday, June 22 <sup>nd</sup>		Topic/Stakeholder Group
8:30 am – 9:45 am		Regulatory / Redevelopment Strategies
10:00 am – 11:15		Public Officials
1:00 pm – 2:15 pm		Transportation Implementation
2:30 pm – 3:45 pm		Wayfinding/Signage
4:00 pm – 5:15 pm		Open Design Studio
5:30 pm – 6:30 pm		Project Design Update/Daily Work Pin-Up Session

Thursday, June 23 <sup>rd</sup>		Topic/Stakeholder Group
8:30 am – 11:00 am		Open Design Studio
11:00 am – 6:00 pm		Studio Closed to Prepare for Closing Presentation
6:00 pm – 8:00 pm		Closing Presentation

The design team will make a public presentation of its preliminary regarding the potential improvements to the Fifth Street and First Capitol Corridors as well as for the continuing development/redevelopment of the Hospital District. The presentation will include very specific and detailed recommendations that will show economic opportunities along with key public investments necessary to support a shared long-term vision for a sustainable mixed-use corridor.



## Project Purpose

- To establish a plan for Fifth Street that accommodates traffic while balancing the needs of pedestrians, bicyclists and the surrounding neighborhoods.
- To leverage public and institutional investments to encourage high quality growth, investment, and re-investment in the Fifth Street Corridor

# Site Conditions based on Visual Inventory



# Property Sales Since 2006

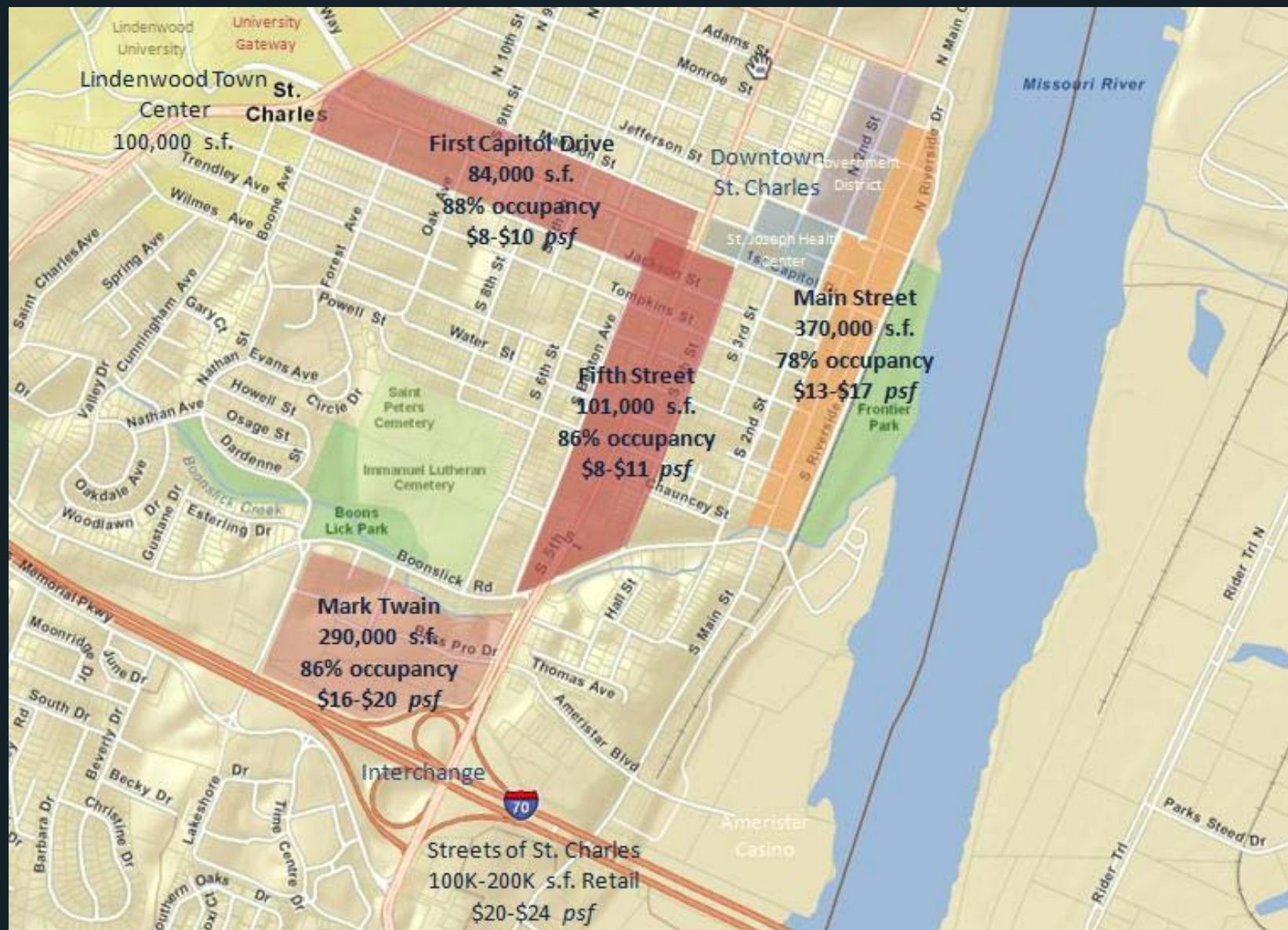


\$25 psf = \$1.1 million per acre

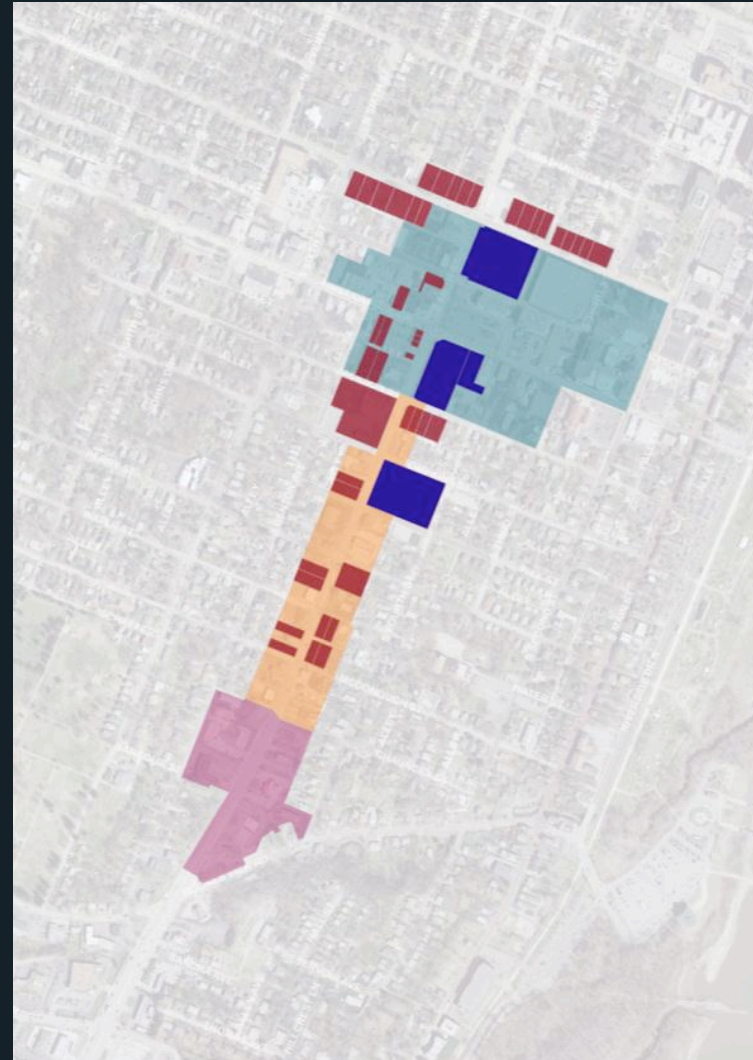
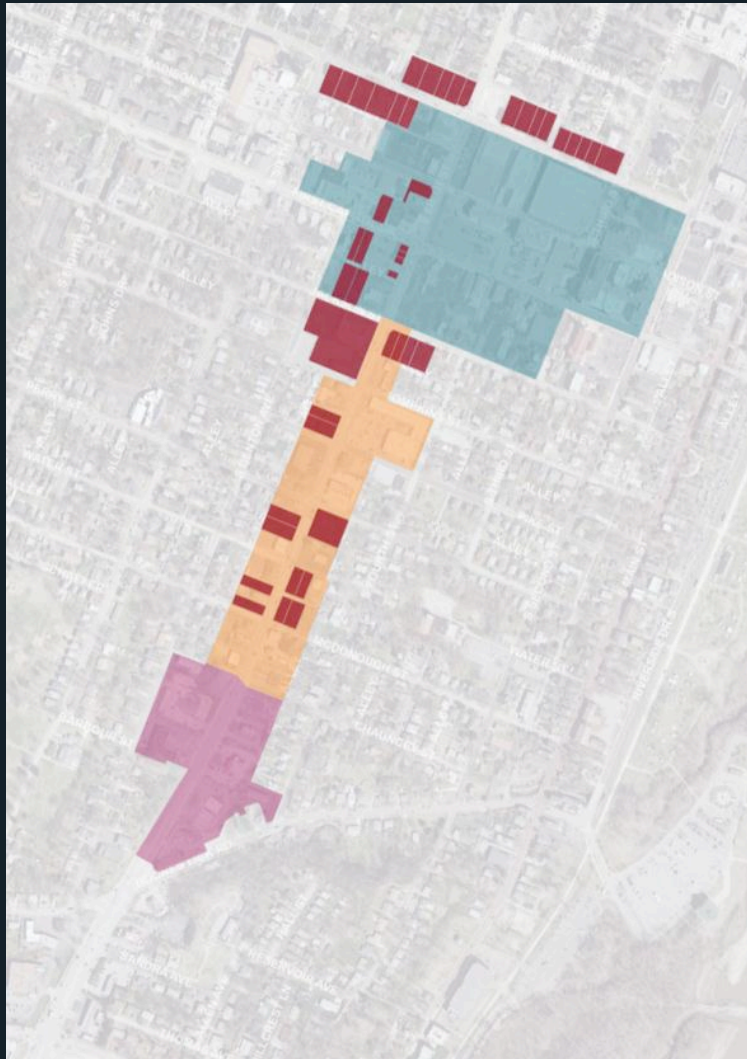
Greenfield sites in St. Charles = \$300,000 acre

Property Cost as % of Project: 15%-20%

# Existing Rents and Occupancy



# Potentially Historically-Eligible Properties



# Projected Demand for New/Replacement Space (15 years)

## Market-Based Program Summary

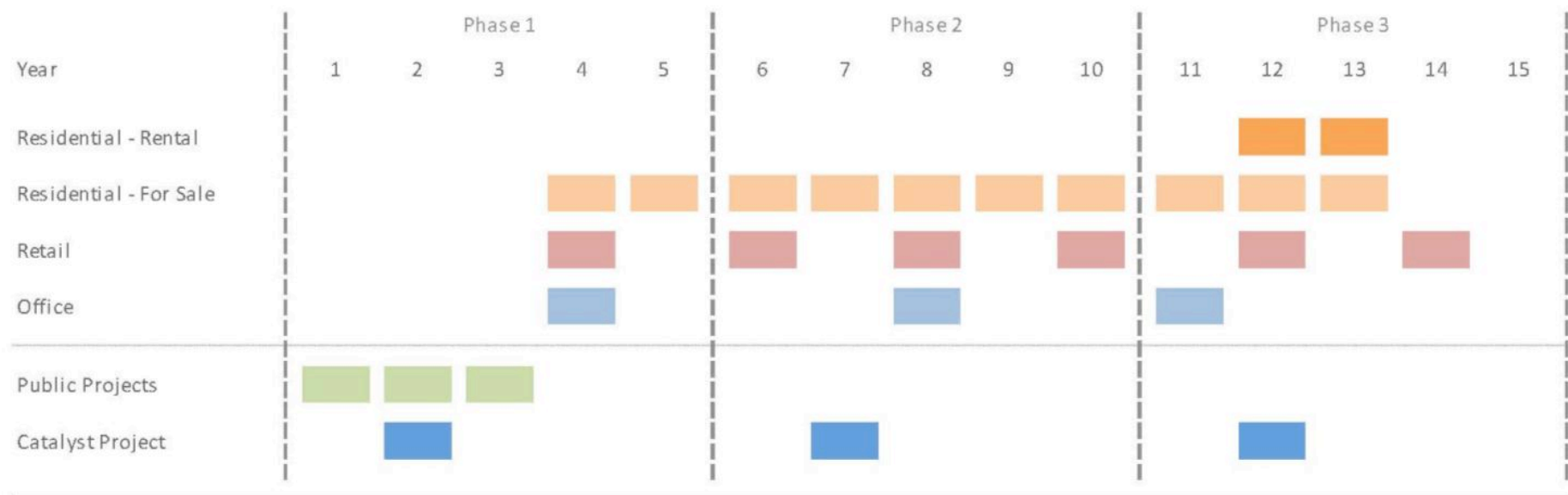
### Fifth Street, St. Charles

Use	Amount	Price/Rate	Market Position	Timing	Key Condition(s)
Rental Apartments	150 Units	\$1.30 <i>psf</i>	Upscale	Late (years 10-15)	A complete Fifth Street transformation; job growth
For-Sale Housing	250 Units	\$175K-\$275K	Midscale	Beginning in 2-3 years; then throughout	A partial housing market recovery; more hospitable environment for housing
Retail--New Demand	25,000 square feet	\$15 <i>psf</i>	Midscale	Beginning in 2-3 years; then throughout	NMTC facilitates \$15 <i>psf</i> rents
Retail--Replacement Space	45,000 square feet	\$15 <i>psf</i>	Midscale	Over 10-15 years	NMTC facilitates \$15 <i>psf</i> rents
Office	330,000 square feet	\$24 <i>psf</i>	B+/A-	One project per 3-5 years	Structured Parking Catalyst

DEVELOPMENT STRATEGIES 2011

# Conceptual Timing & Phasing Schedule

Phasing and Program Diagram



# Phasing Strategy

Phasing Strategy Chart

	Phase 1	Phase 2	Phase 3
Residential - Rental	-	-	Following years of office, residential, and retail development, job growth, and public space improvements, Fifth Street is transformed, and demand for high-end apartments emerges. <b>Five-year total: 150 units</b>
Residential - For-Sale	Following a recovery in the for-sale market and more favorable lending practices, infill begins to take place at a rate of 25 units per year. <b>Five year total: 50 units</b>	Continued residential sales at a rate of 25 per year. <b>Five year total: 125 units</b>	Continued residential sales at a rate of 25 per year. <b>Five year total: 75 units.</b> Demand for new types of housing products emerge.
Retail	Small-scale retail developments begin to occur, generally as part of mixed use projects, as existing businesses in the area are attracted to new product at \$15 per square foot. New Market Tax Credits are utilized. <b>Five year total: 20,000 square feet</b>	Continued, incremental retail development. <b>Five year total: 40,000 square feet</b>	Continued small-scale retail development. <b>Five year total: 20,000 square feet</b>
Office	The first phase of medical/office development occurs, spurred by the construction of a new parking garage. <b>Five year total: 110,000 square feet</b>	Second phase of office development occurs. <b>Five year total: 110,000 square feet</b>	Third phase of office development occurs. <b>Five year total: 110,000 square feet</b>
Public Projects	During initial years, the city sets up a policy and regulatory framework to facilitate the plan. Changes to zoning are made and economic development tools are put in place. Public space improvements, such as streetscape enhancements, are undertaken. Traffic improvements are made.	Public sector continues to facilitate development, as well as refine regulatory policies and economic development tools based on experience gained.	Public sector continues to facilitate development, as well as refine regulatory policies and economic development tools based on experience gained. The city undertakes a new planning process to evaluate and build upon current Fifth Street momentum.
Catalyst Project	Structured parking is built to support office development in Downtown St. Charles.	A second parking facility may be added, unless parking from the first phase is adequate to support additional office development.	A third parking facility may be added, unless parking from the first phases is adequate to support additional office development.

## Market Conclusions: How to Make this Happen?

- Residential development requires:
  - A more walkable environment
  - Mixed-use friendly regulations
- Office requires:
  - An improved image corridor
  - Convenient access
  - Room to grow
  - Parking



City of Northville Michigan

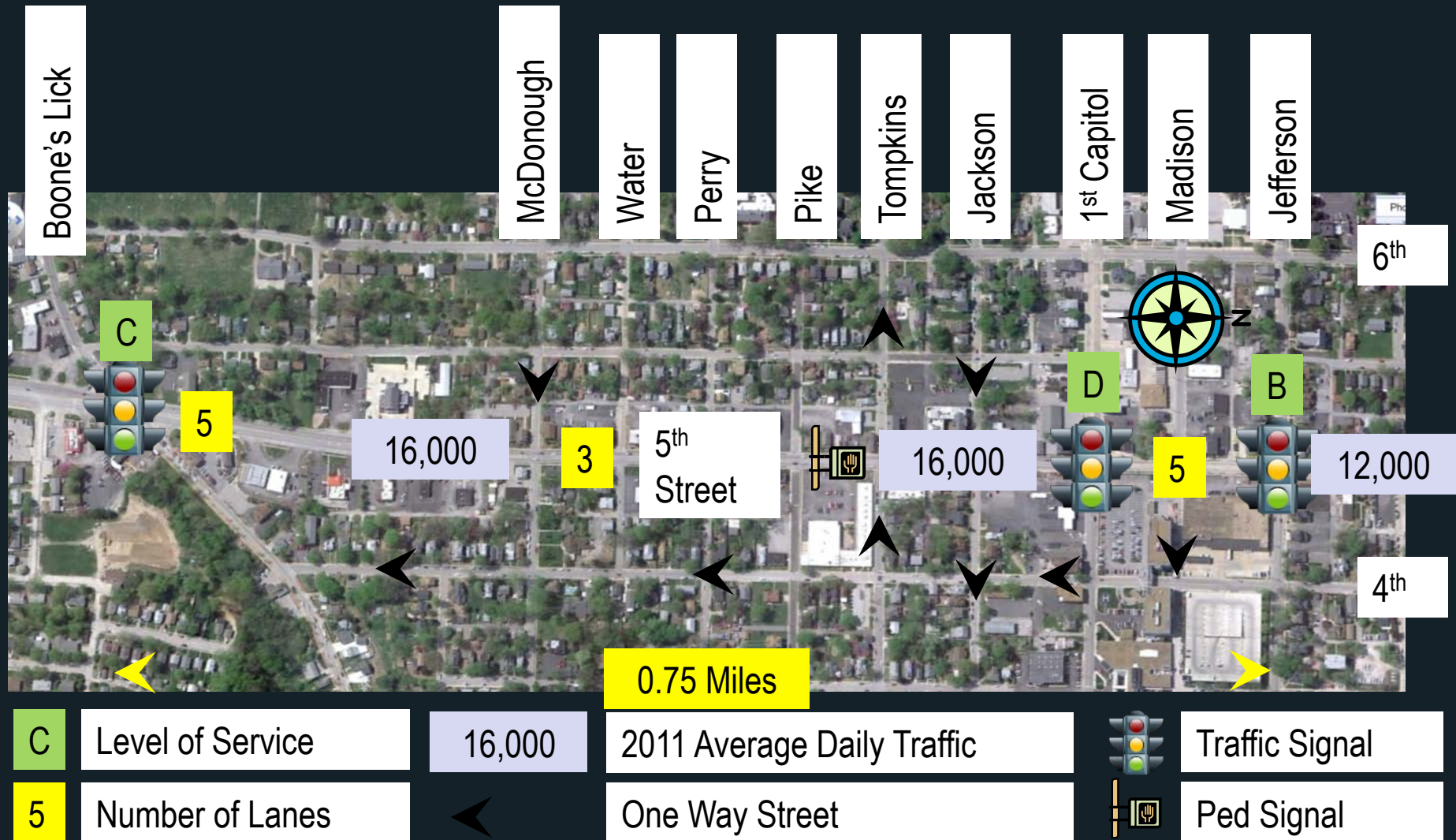
# Market Conclusions: How to Make this Happen?

- Retail needs:
  - Inexpensive, quality space to accommodate existing businesses.
  - A mix of uses to defray acquisition costs
- All development needs a willing buyer and a willing seller



City of Northville Michigan

# Infrastructure Improvements: Existing Conditions



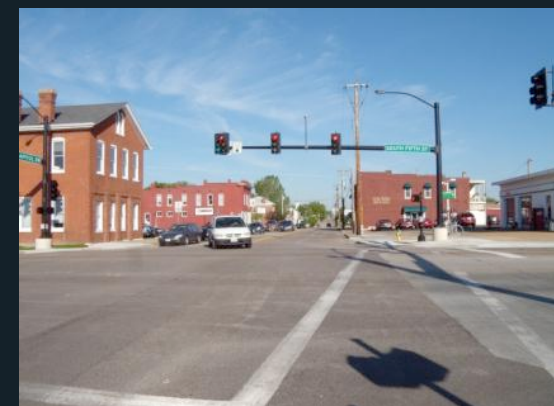
# Fifth Street Existing Conditions



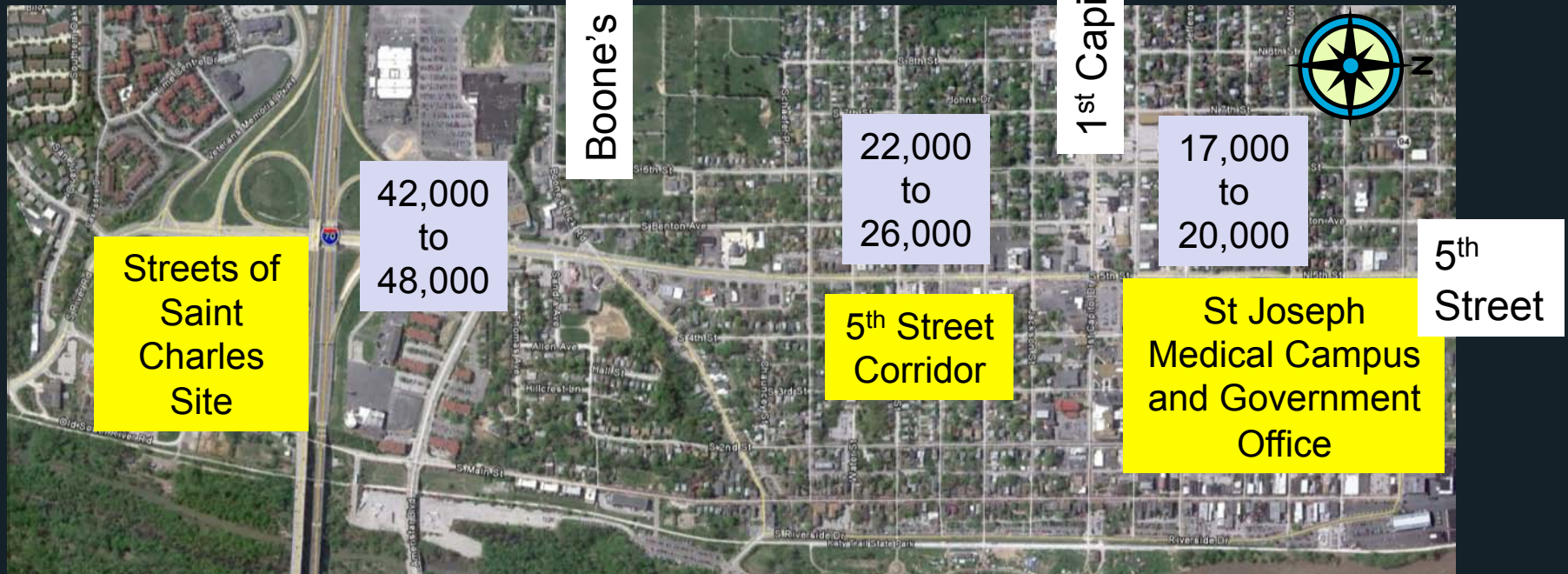
- No “Easy” Answers
- Solutions Crafted Based on Community Vision and Values
- Trade-offs
  - “Cars/Mobility” Versus “People/Atmosphere”
  - “Traffic Efficiency” Versus “Place Making”
- Impacts
  - Existing Neighborhoods and Businesses
  - Future Economic Development

# Infrastructure Improvements: Existing Issues

- Congestion at 1<sup>st</sup> Capitol
- Difficult to make left-turns from Cross Streets
- Not “Friendly” for Pedestrians and Bicycles
- High Traffic Speeds at South end of Corridor
- Awkward Lane Drops for Through Traffic
- Difficult to make left-turns/through movements from cross streets



# Forecasted Conditions (2035)



- Traffic Growth Drivers = Background Growth + Economic Redevelopment
- Traffic Growth could be 40-60% over next 20-30 Years

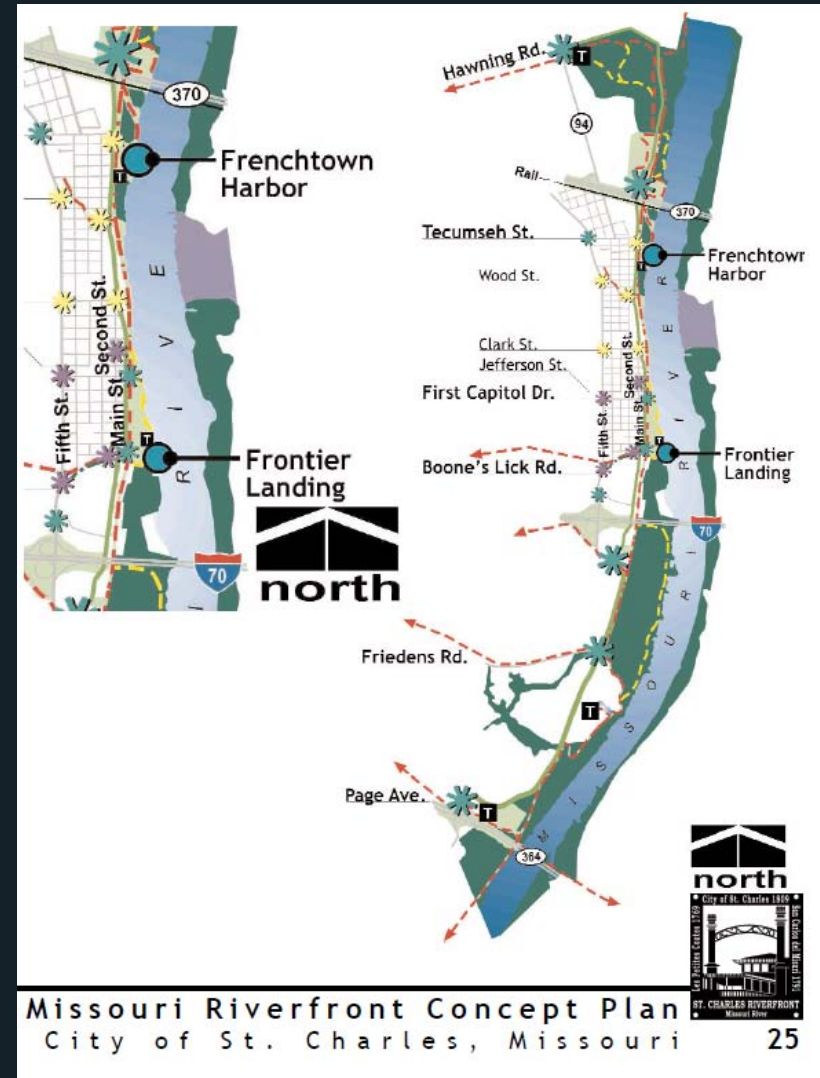
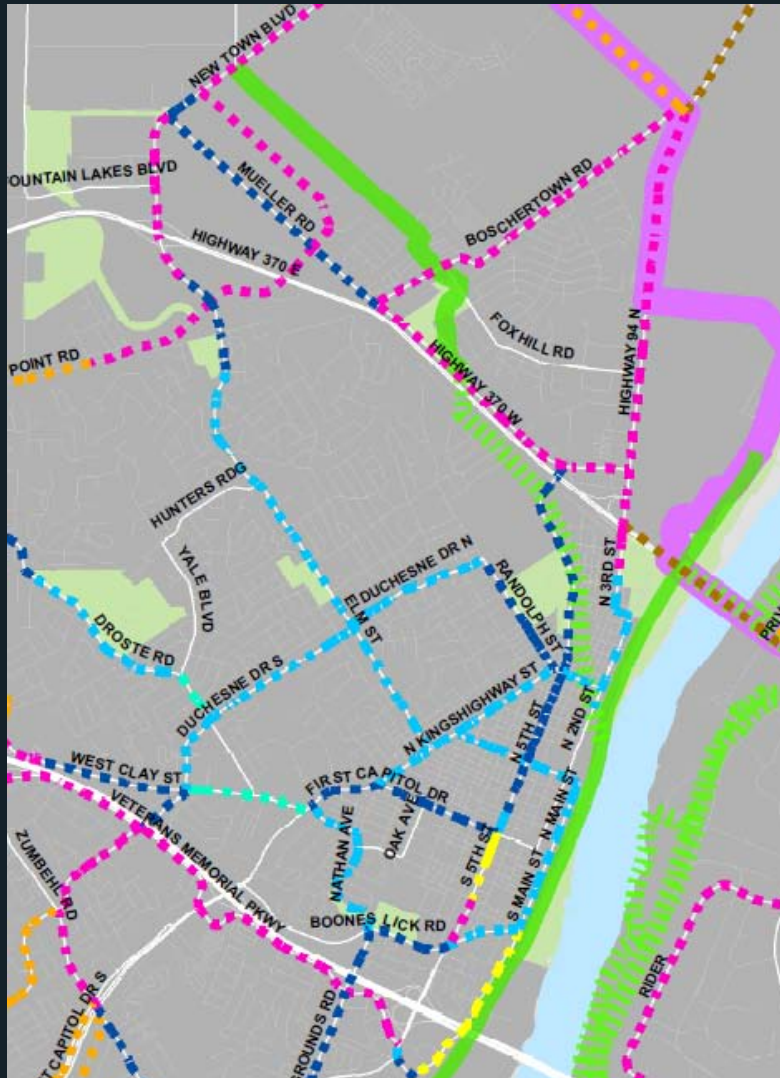
16,000

Range of 2035 Average Daily Traffic Projections



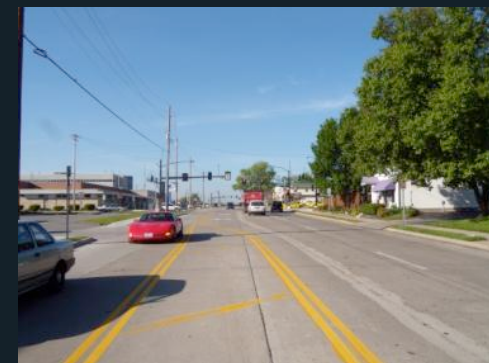
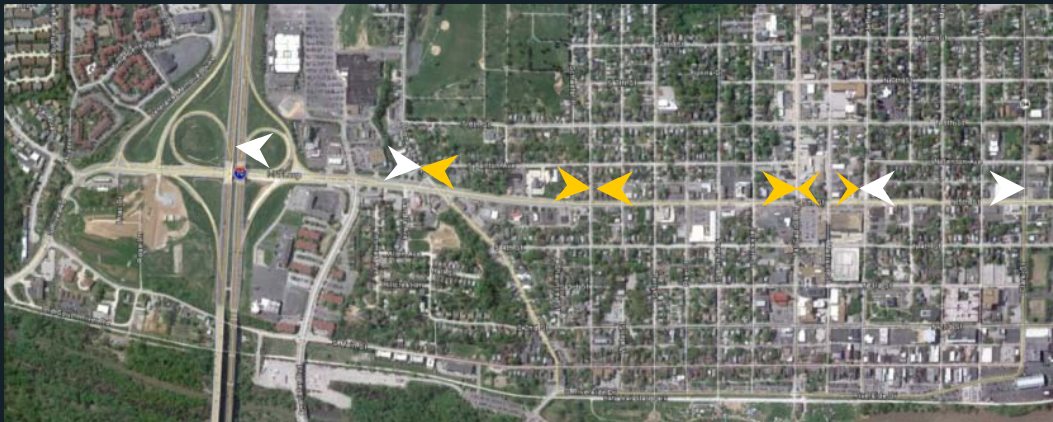
Possible Redevelopment Area

# GRG Master Plan – Riverfront Master Plan



# Study Segments

- I-70 to Boone's Lick
- Boone's Lick to McDonough
- McDonough to 1<sup>st</sup> Capitol
- 1<sup>st</sup> Capitol Intersection to Jefferson
- Jefferson to Clark



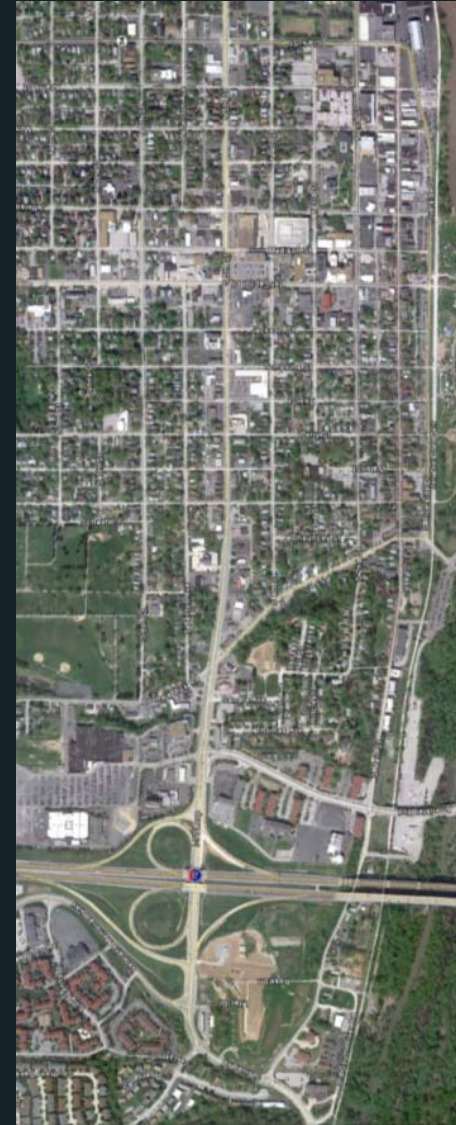
# Improvement Options: Key Priorities

- Through Traffic to Hospital/  
Government Center
  - Provide quality access to I-70
  - Safe, efficient and enjoyable drive
  - Adequate traffic capacity
- Local Neighborhoods
  - Enhance quality of life, character, and property values
  - Walkable environment
  - Slow down traffic



# Boone's Lick to McDonough

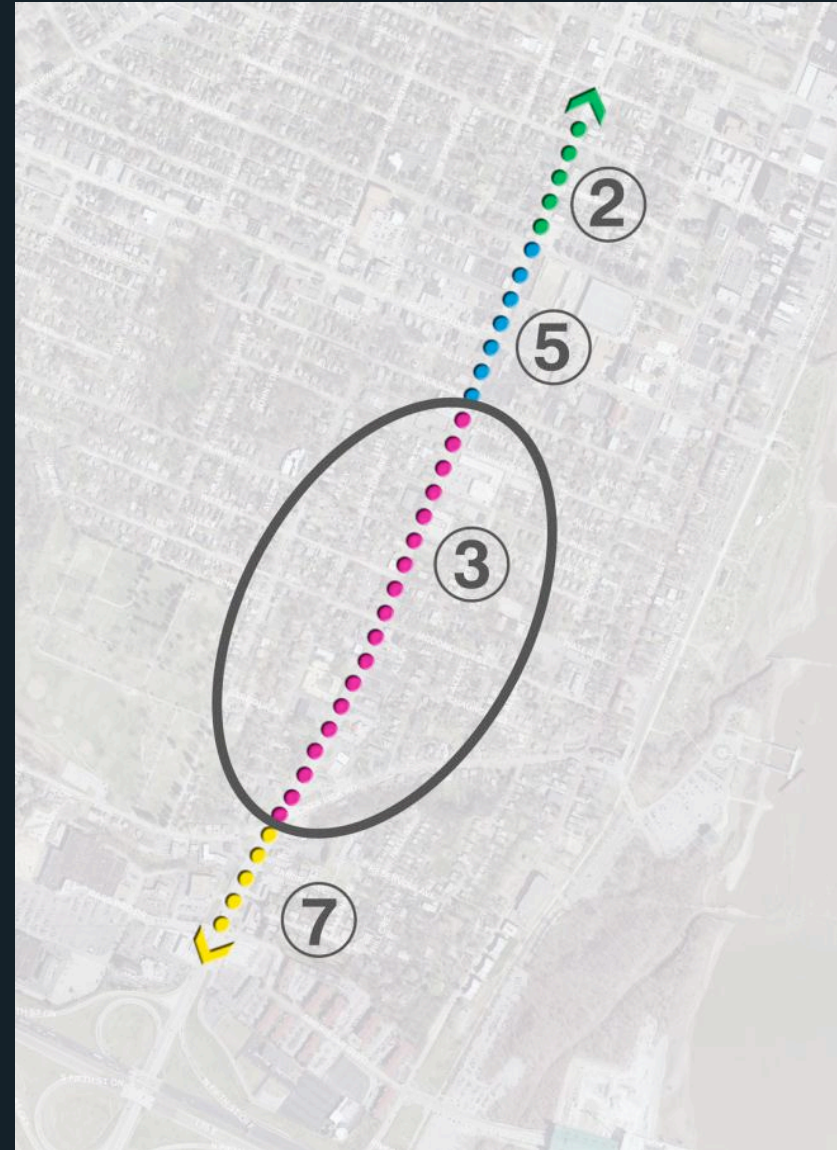
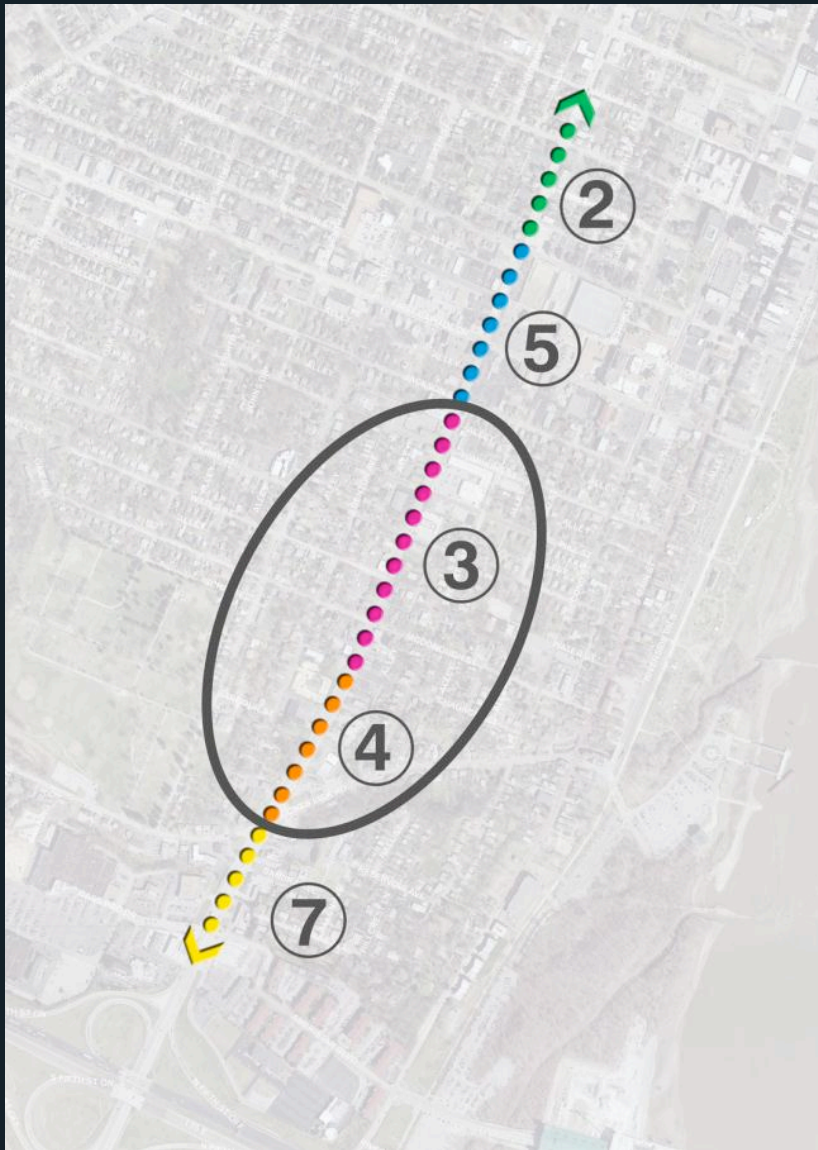
- Transitional gateway at Boone's Lick
  - Change driver expectation/attitude from "Auto Centered" to "Local Neighborhood"
- Narrow lanes from 12' to 11'
  - Slow traffic
- Manage access (control curb cuts)
  - Remove visual and operational "clutter"
- Widen sidewalks from 4' to 5-6'
  - Enhance non-motorized access
- Landscaping/aesthetic treatments
  - Placemaking



# McDonough to 1<sup>st</sup> Capitol

- Widen Road from 36' to 44'
  - Optional 3 or 4 lane cross sections
- Prominent intersections
  - Reinforce “Local Neighborhood” driver expectation/attitude
- Add traffic signals at McDonough and Pike (4-lane Cross Section)
  - Better opportunity for vehicles and pedestrians to access/cross 5<sup>th</sup> Street
  - Control speeds
- Pedestrian friendly development (residential/walkable commercial)
  - Enhance non-motorized access
- Narrow lanes from 12' to 11'
- Widen sidewalks from 4' to 5-6'
- Manage access (control curb cuts)
- Landscaping/aesthetic treatments

# Fifth Street Options – 3 Lane Options



# McDonough to 1<sup>st</sup> Capitol: 3-Lane Roadway

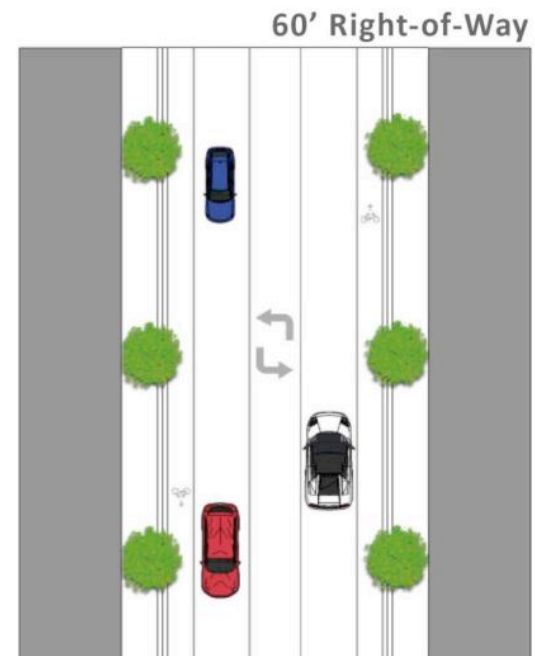
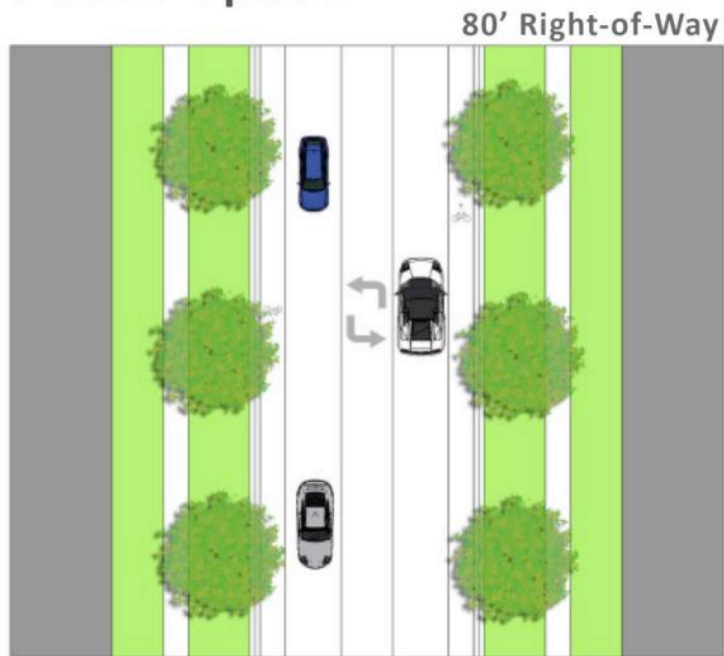
Appropriate for traffic volumes up to about 20,000 vpd

- Strengths:
  - Allows for bike facilities on 5<sup>th</sup> Street
  - Pedestrians cross 1 lane at a time
  - Opportunities for center medians
- Weaknesses:
  - Operationally similar to existing
  - Lane drops/merges at either end
  - Constrained traffic capacity if volumes get above 20,000 vpd



# Fifth Street - 3 Lane Alternative

## 3 Lane Option

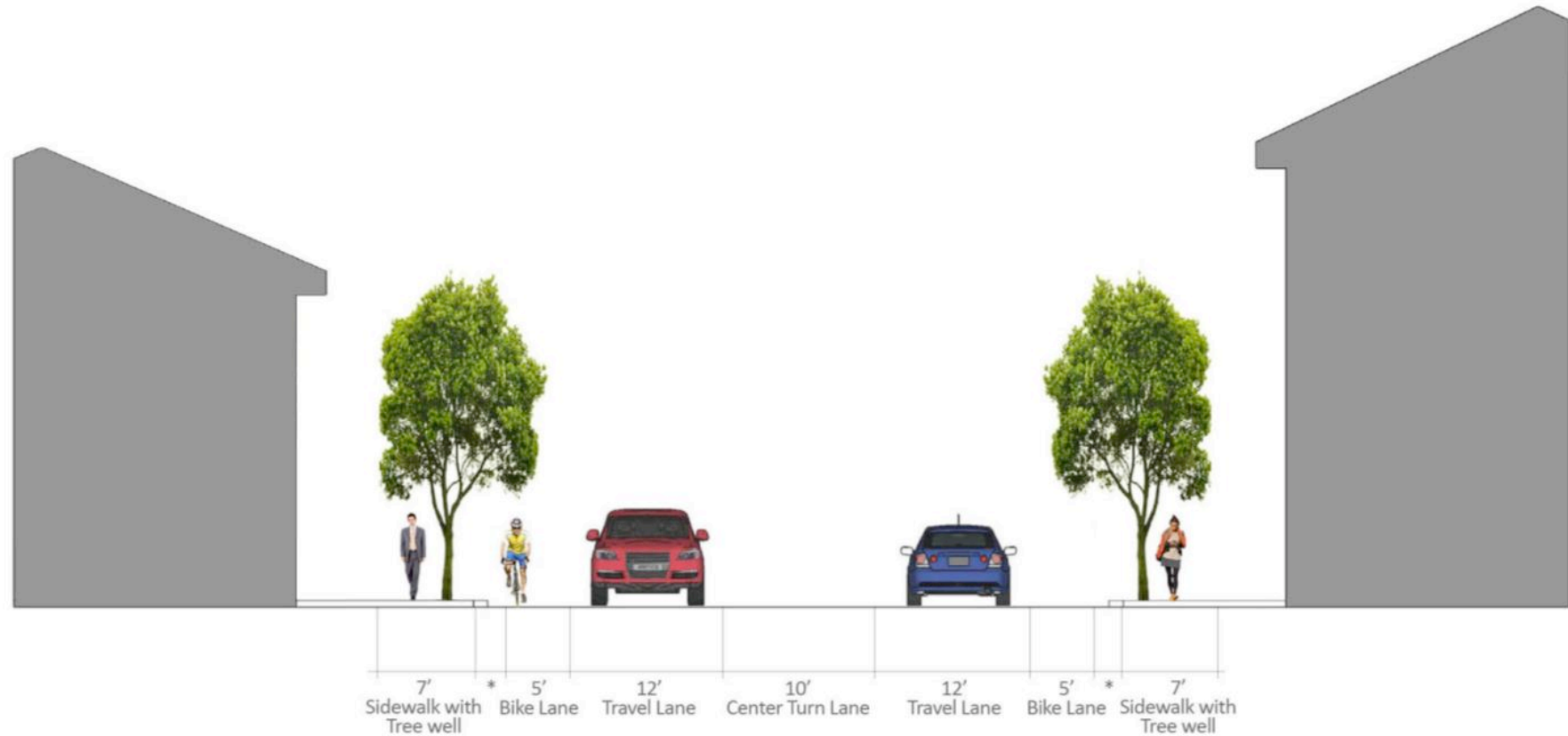


# Fifth Street - 3 Lanes (South of McDonough)



\* 2' curb and gutter

# Fifth Street - 3 Lanes (McDonough-Jackson)



\* 2' curb and gutter

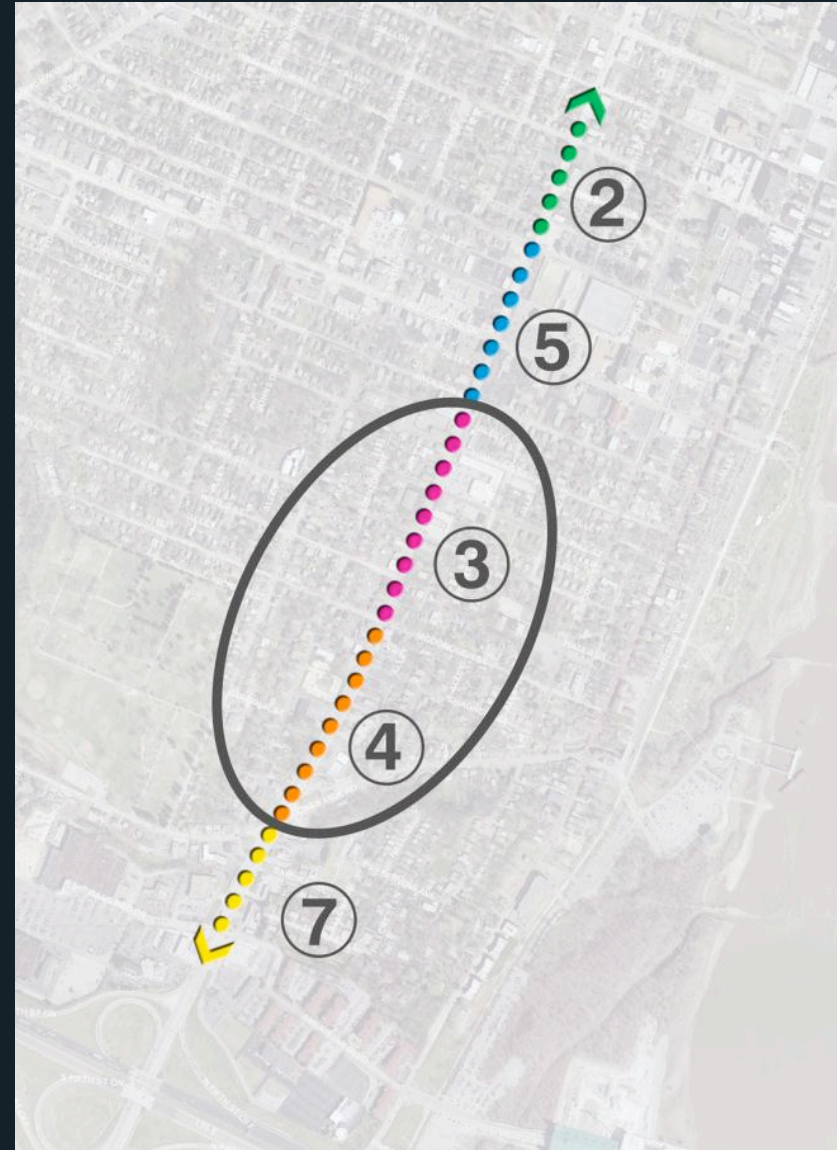
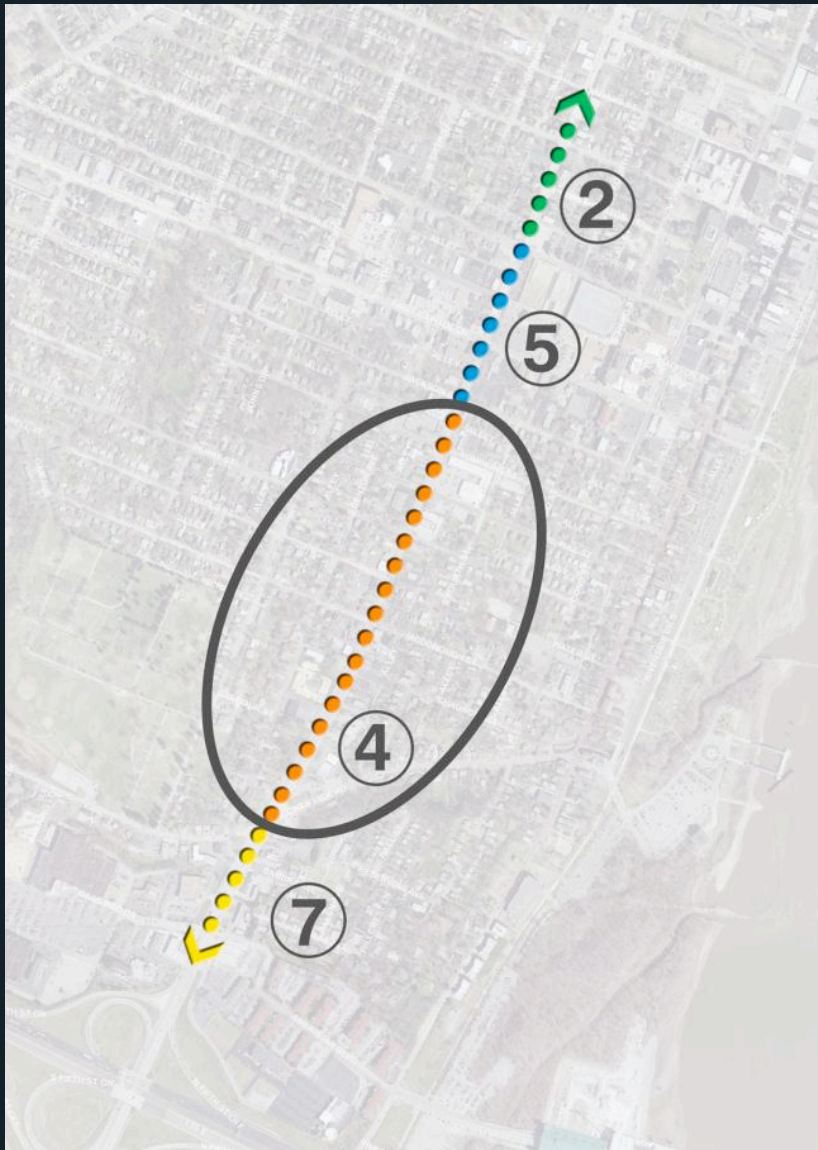
# McDonough to 1<sup>st</sup> Capitol: 4-Lane Roadway

Appropriate for traffic volumes up to about 35,000 vpd

- Strengths:
  - Eliminate existing lane drops/merges
  - Higher capacity
  - Allows option of additional traffic signals
    - Create gaps/enhanced access
    - Control traffic speeds
- Weaknesses:
  - Left turns from through lanes
  - Pedestrians cross 4 lanes at a time
  - Reroutes GRG bike route to 6<sup>th</sup> Street



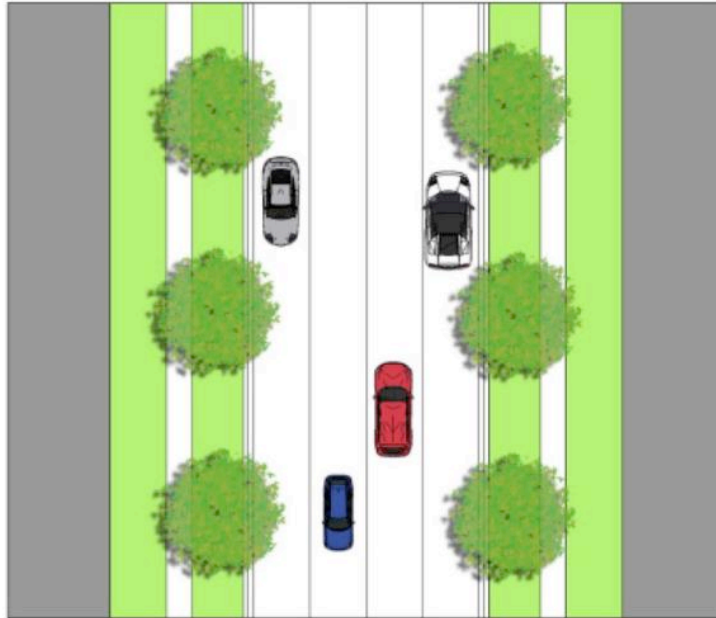
# Fifth Street Options – 4 Lane/Hybrid 3/4 Options



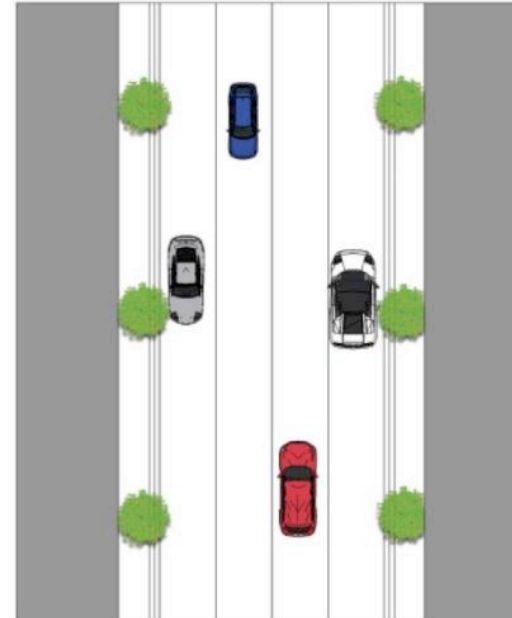
# Fifth Street - 4 Lane Alternative

## 4 Lane Option

80' Right-of-Way



60' Right-of-Way

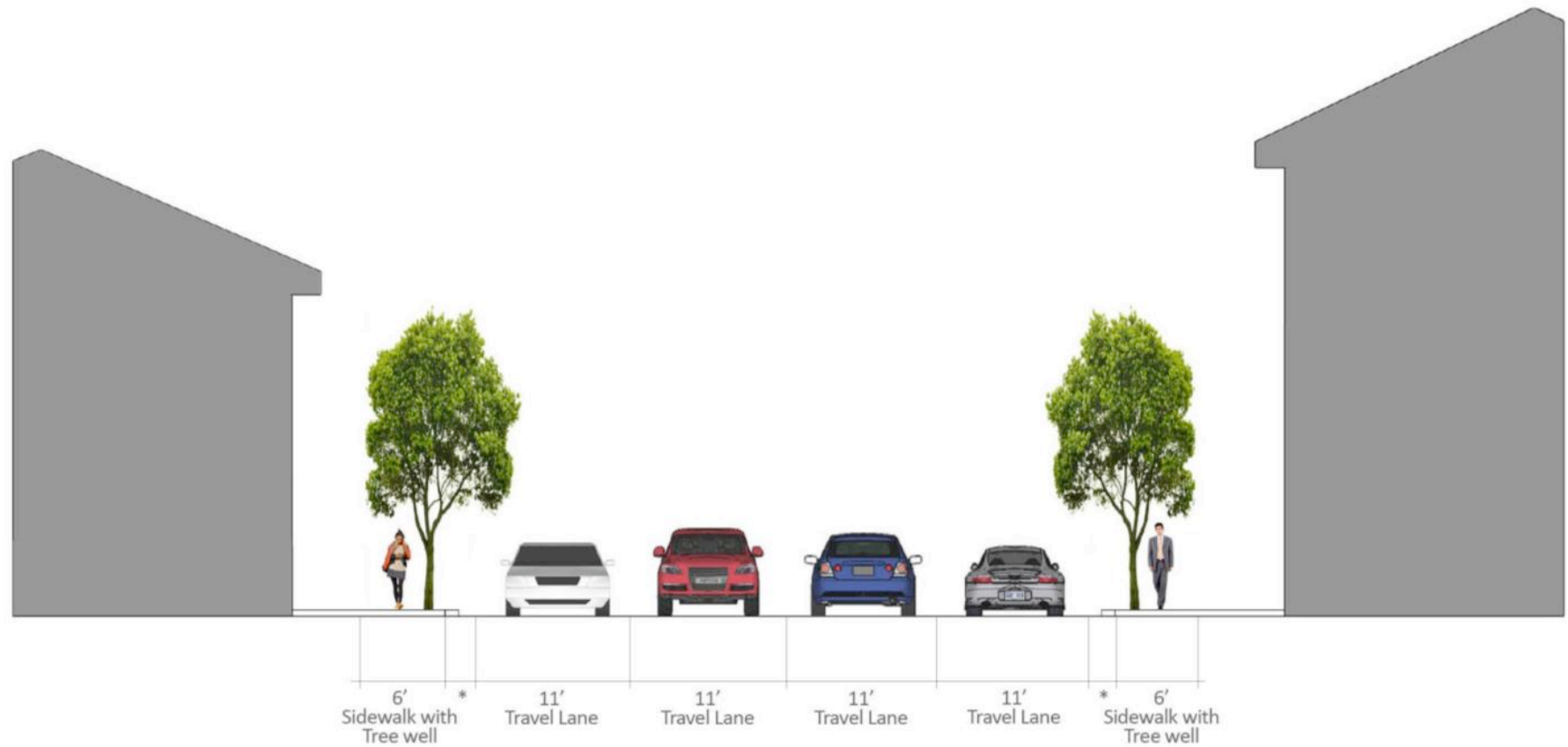


# Fifth Street - 4 Lanes (South of McDonough)

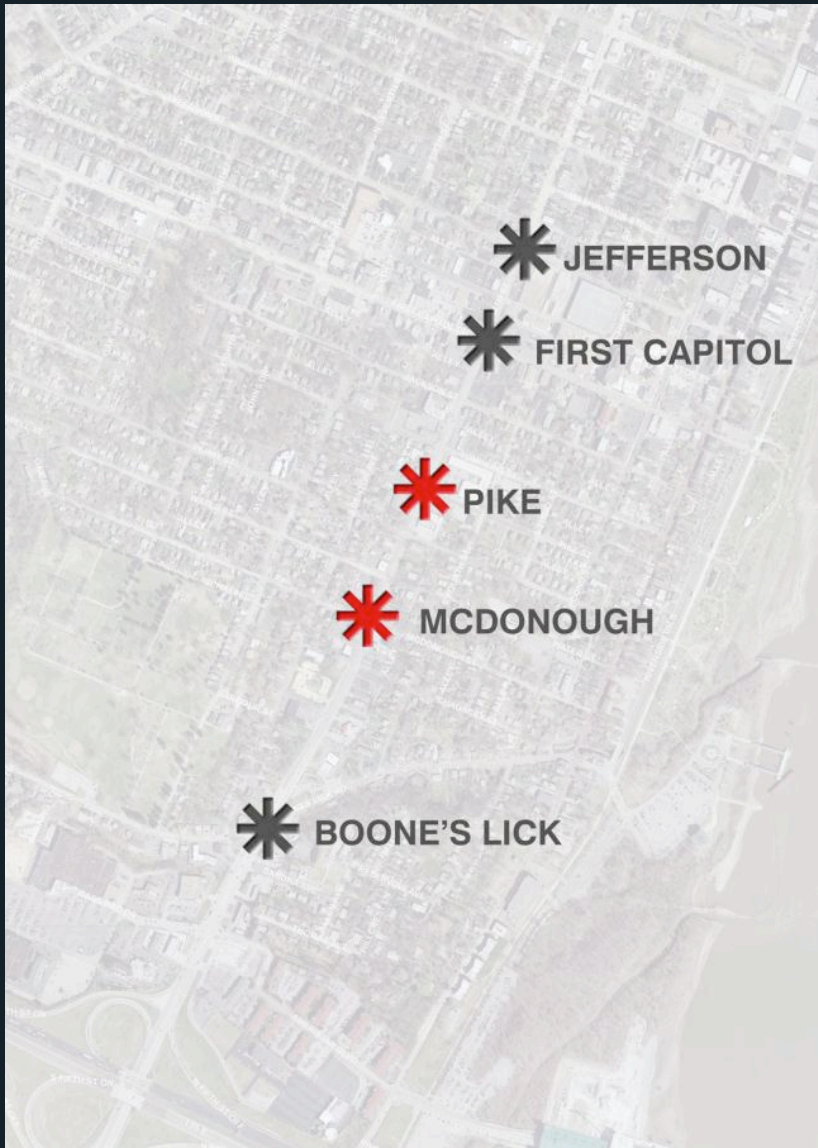


\* 2' curb and gutter

# Fifth Street - 4 Lanes (McDonough-Jackson)



# New/Relocated Signals and/or Pedestrian Crossings

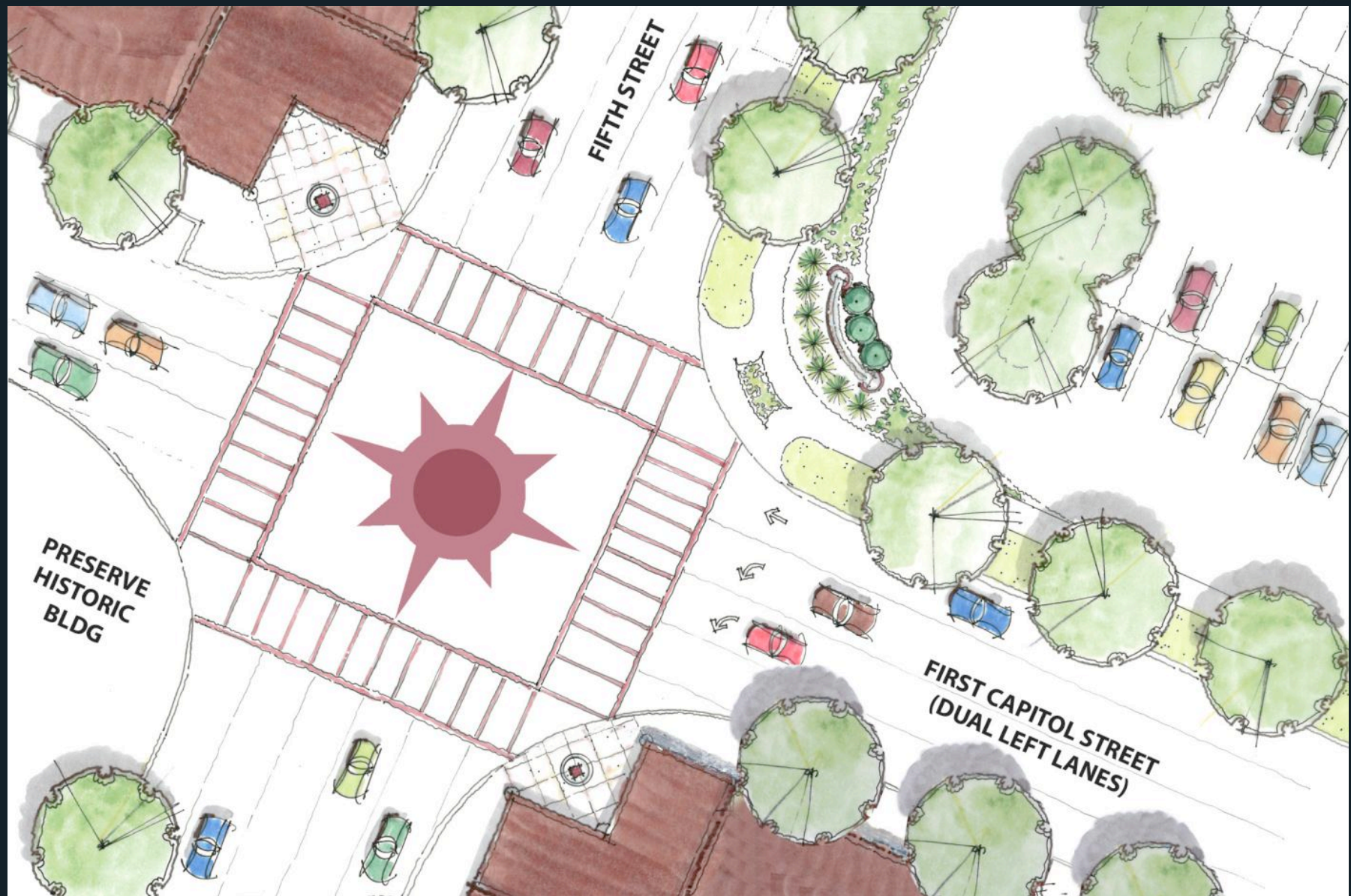


# 1<sup>st</sup> Capitol to Jefferson

- Better utilize Jefferson for Hospital egress traffic
- Westbound to southbound dual lefts at 1<sup>st</sup> Capitol and/or Jefferson



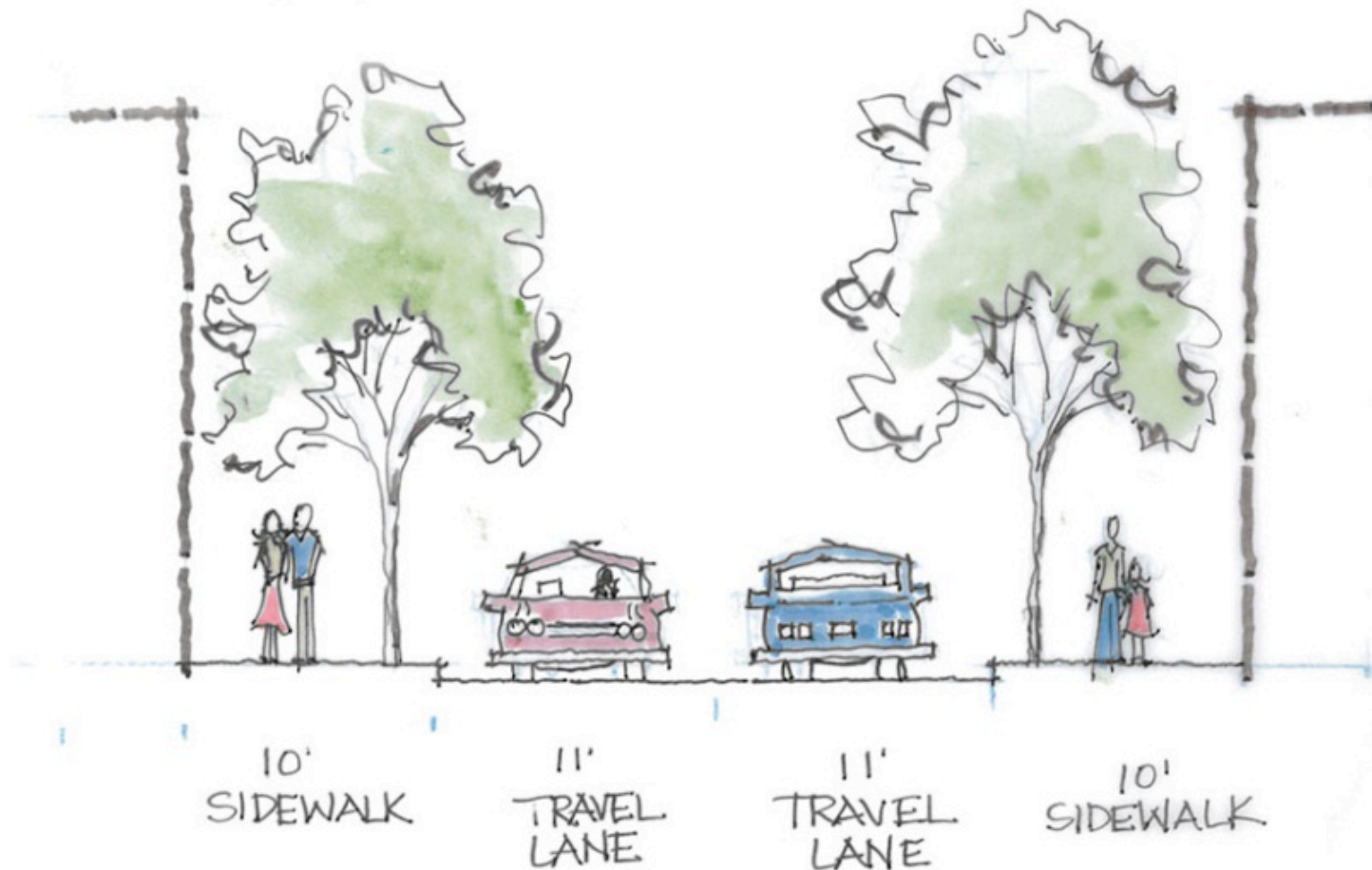
# Final Improvements at Fifth St/First Capitol Dr



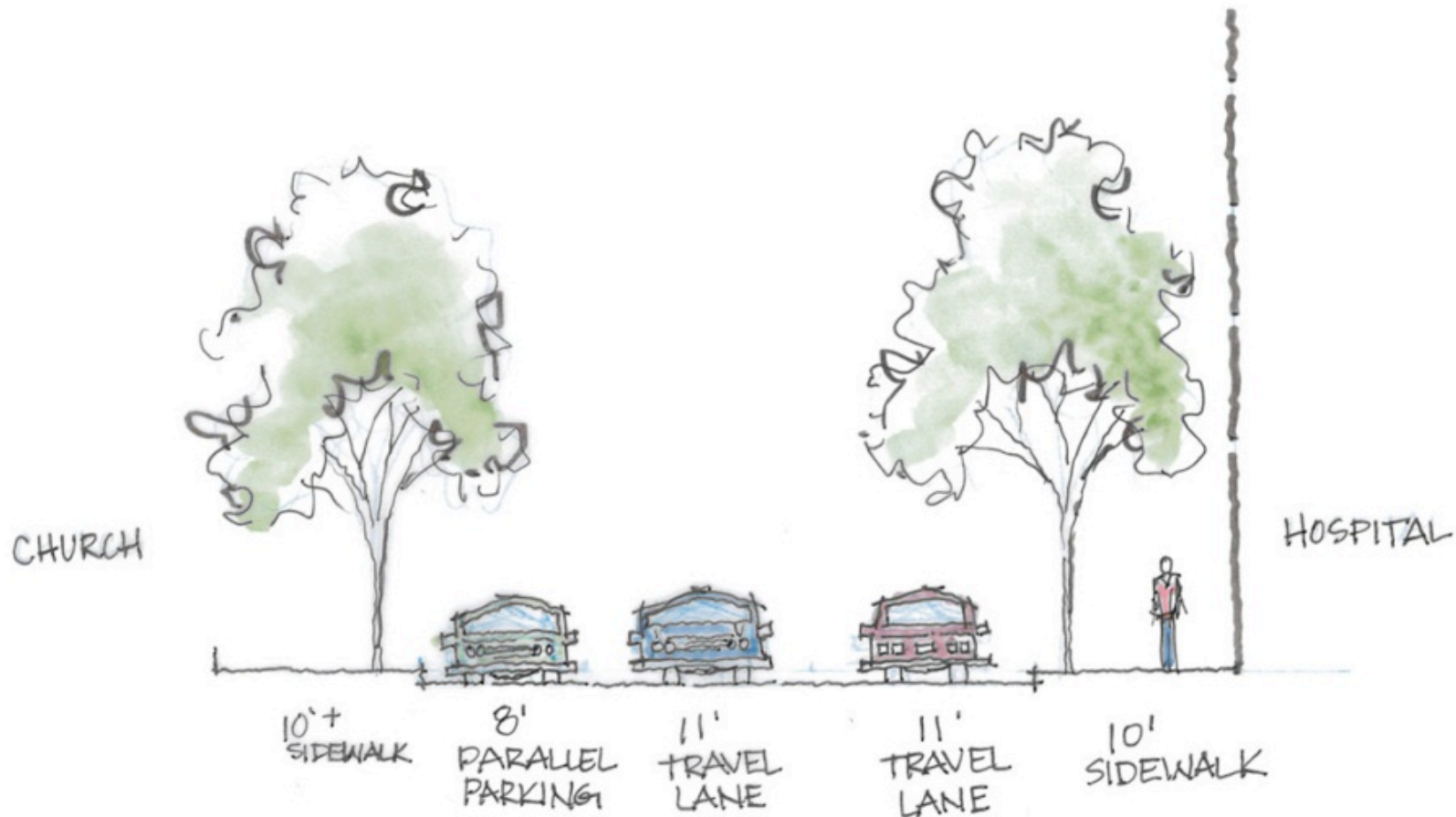
# First Capitol Streetscape Improvements



# Improvements to First Capitol East of Second



# First Capitol Improvements in front of St. Peter's



# Conceptual Vision for First Capitol Looking West



# Improved Intersection at Fifth St & Boone's Lick Rd



# Conceptual Vision for Gateway at Boone's Lick



# Mixed-Use Infill Opportunities South of Jackson



# Senior Housing Infill



# Conceptual View Looking South on Fifth Street



# Conceptual Mixed-use Infill at Fifth/Pike



# Fifth and First Capitol – Northwest Quadrant



# Conceptual Mixed-Use Infill at Fifth & First Capitol



# Hospital Area Alternatives



# Fifth & First Capitol – Southeast Quadrant



# Birdseye View of Hospital Area – 2030 – Option A



# Birdseye View of Hospital Area – 2030 – Option B



# Combined Fifth Street/Hospital Area Opportunities



# 20 Year Development Opportunities – Option A



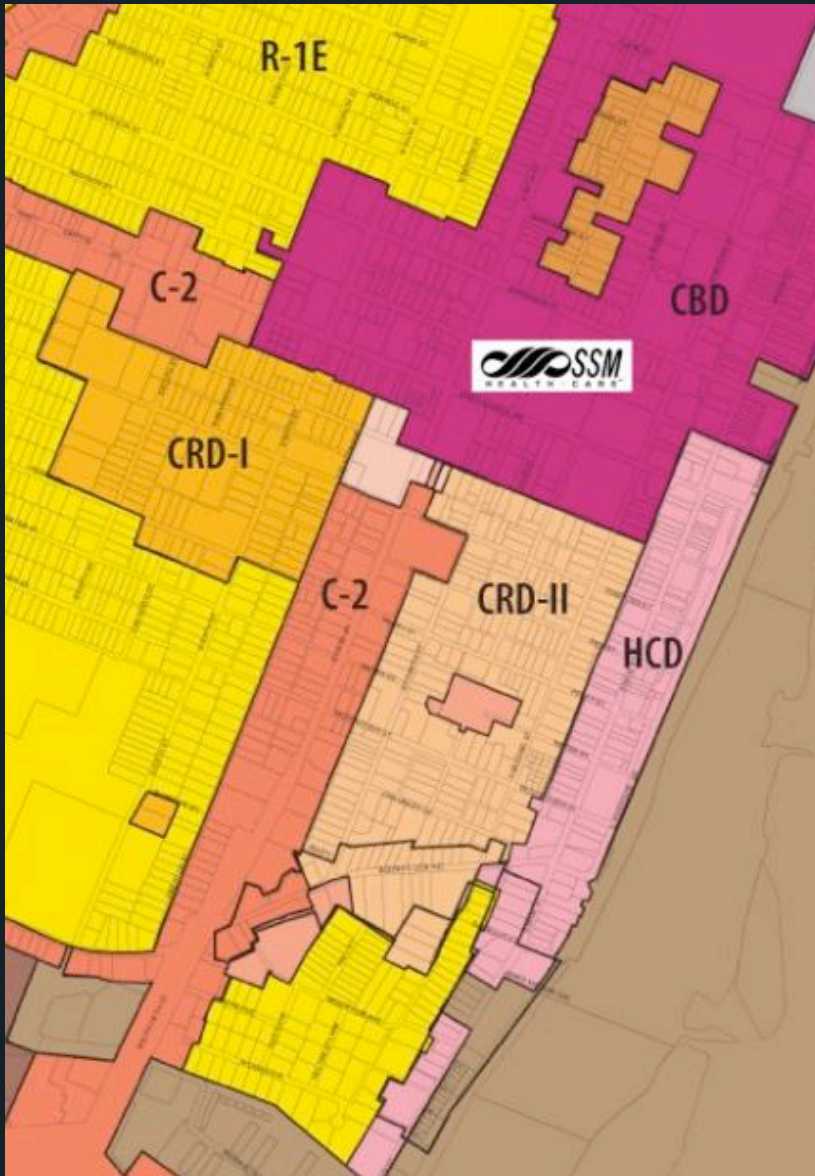
- Corridor
  - Mixed-Use: 223,600 sf
  - Housing: 72
- Hospital Area
  - Mixed-Use: 154,700 sf
  - Housing: 146
- Total
  - Mixed-Use: 378,300
  - Housing: 276

# 20 Year Development Opportunities – Option B



- Corridor
  - Mixed-Use: 265,900 sf
  - Housing: 204
- Hospital Area
  - Mixed-Use: 230,400 sf
  - Housing: 179
- Total
  - Mixed-Use: 496,300
  - Housing: 383

# Current Zoning Conflicts with Quality Development



- C-2
  - Higher density residential not permitted
  - Excessive parking requirements
  - Suburban setbacks
- CBD
  - Height limitations
  - Higher density residential by CU only

# Benefits of a Form-based Code

## 3.4 D-T5

### 3.4.1 BUILDING HEIGHT

- a. Principal Building 2 stories min.  
4 stories max.  
(6 stories possible  
w/incentives\*)
- b. Outbuilding 2 stories max.

### 3.4.2 BUILDING TYPE

- a. Edgeward permitted
- b. Sidiyard permitted
- c. Rearyard permitted
- d. Courtyard permitted

### 3.4.3 BUILDING DISPOSITION

- a. Front Setback 0 ft min.  
12 ft max.\*\*
- b. Side Setback 0 ft  
24 ft max.
- c. Rear Setback 0 ft
- d. Frontage Buildout 60% min. at  
setback (see Table 4e)
- e. Lot Coverage 100% max.

### 3.4.4 OUTBUILDING DISPOSITION

- a. Front Setback 40 ft max.  
from rear  
property line
- b. Side Setback 0 ft or 3 ft
- c. Rear Setback 3 ft or 15 ft\*\*

### 3.4.5 PRIVATE FRONTAGES

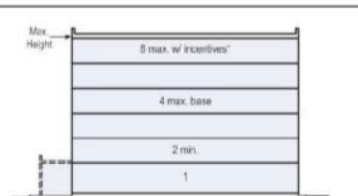
- a. Common Lawn prohibited
- b. Porch & Fence prohibited
- c. Terrace or L.C. permitted
- d. Forecourt permitted
- e. Stoop permitted
- f. Shopfront/Awning permitted
- g. Gallery permitted
- h. Arcade permitted

\* See Section 4.4 for list of  
incentives to permit additional  
height

\*\* If adjacent buildings have a  
greater setback, the average front  
setback shall be calculated.

### BUILDING HEIGHT

1. Building height shall be  
limited by the number  
of stories indicated in  
accordance with  
Section 3.6.



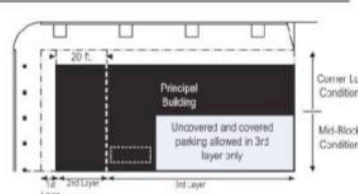
### BUILDING DISPOSITION

1. The facades and  
elevations of principal  
buildings shall be  
distanced from the lot  
lines as shown.
2. Building shall have  
facades along principal  
frontage lines and  
elevations along lot  
lines (see Table 4b)



### PARKING PROVISIONS

1. Uncovered parking  
spaces may be provided  
within the 3rd Layer as  
shown in the diagram  
(see Table 4D).
2. Covered parking shall be  
provided within the 3rd  
Layer as shown in the  
diagram (see Table 4D).
3. Trash containers shall be  
stored within the 3rd  
Layer.



- Keyed to the Vision
- Focus is on the Public Realm (Street Frontage)
- Multi-Story Mixed-Use Buildings Encouraged
- Walkable Streetscape
- Flexible Parking Requirements
- Flexible Use Standards
- Urban Setbacks

# Form-Based Codes Focus on Frontage not Use

	SECTION	PLAN	
	LOT PRIVATE FRONTAGE	R.O.W. PUBLIC FRONTAGE	
a. <b>Common Yard:</b> a frontage wherein the facade is set back substantially from the frontage line. The front yard created remains unfenced and is visually continuous with adjacent yards, supporting a common landscape.			T4
b. <b>Porch &amp; Fence:</b> a frontage wherein the facade is set back from the frontage line with an attached porch permitted to encroach. A fence at the frontage line maintains the demarcation of the yard. The porches shall be no less than 8 feet deep.			T4
c. <b>Terrace or Light Court:</b> a frontage wherein the facade is set back from the frontage line by an elevated terrace or a sunken light court. This type buffers residential use from urban sidewalks and removes the private yard from public encroachment. The terrace is suitable for conversion to outdoor cafes.			T4 T5
d. <b>Forecourt:</b> a frontage wherein a portion of the facade is close to the frontage line and the central portion is set back. The forecourt created is suitable for vehicular drop-offs. This type should be allocated in conjunction with other frontage types. Large trees within the forecourts may overhang the sidewalks.			T4 T5 T6
e. <b>Stoop:</b> a frontage wherein the facade is aligned close to the frontage line with the first story elevated from the sidewalk sufficiently to secure privacy for the windows. The entrance is usually an exterior stair and landing. This type is recommended for ground-floor residential use.			T4 T5 T6
f. <b>Shopfront and Awning:</b> a frontage wherein the facade is aligned close to the frontage line with the building entrance at sidewalk grade. This type is conventional for retail use. It has a substantial glazing on the sidewalk level and an awning that may overlap the sidewalk to the maximum extent possible.			T5 T6
g. <b>Gallery:</b> a frontage wherein the facade is aligned close to the frontage line with an attached cantilevered shed or a lightweight colonnade overlapping the sidewalk. This type is conventional for retail use. The gallery shall be no less than 10 feet wide and may overlap the whole width of the sidewalk to within 2 feet of the curb.			T5 T6
h. <b>Arcade:</b> a frontage wherein the facade is a colonnade that overlaps the sidewalk, while the facade at sidewalk level remains at the frontage line. This type is conventional for retail use. The arcade shall be no less than 12 feet wide and may overlap the whole width of the sidewalk to within 2 feet of the curb.			T5 T6

## U3R URBAN RESIDENTIAL

### DESCRIPTION

This type includes primarily residential multi-story buildings that are set close to the sidewalk with light court, terrace, stoop, or forecourt configurations to provide privacy for the lower level residents and access to common entries or portals to internal courtyards. Ground level facade treatment and transparency (windows and doors) encourage pedestrian activity. The presence of on-street parking varies though it is preferred where the street can accommodate it.



Perspective

### OFF-STREET PARKING LOCATION

Front - Not Permitted  
Side - Limited (30% of frontage)  
Rear - Permitted



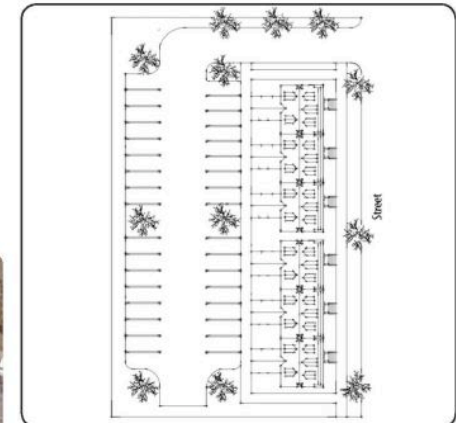
Side Section

### LAND USE CATEGORY

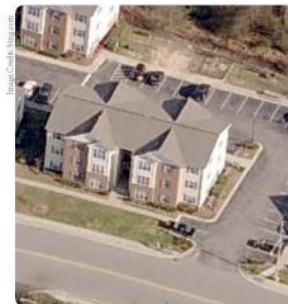
General Urban?  
Town Center  
Historic Town Core

### BUILDING/FACADE DETAILS

Transparency - 50%  
Raised Entries  
2 Stories (min)

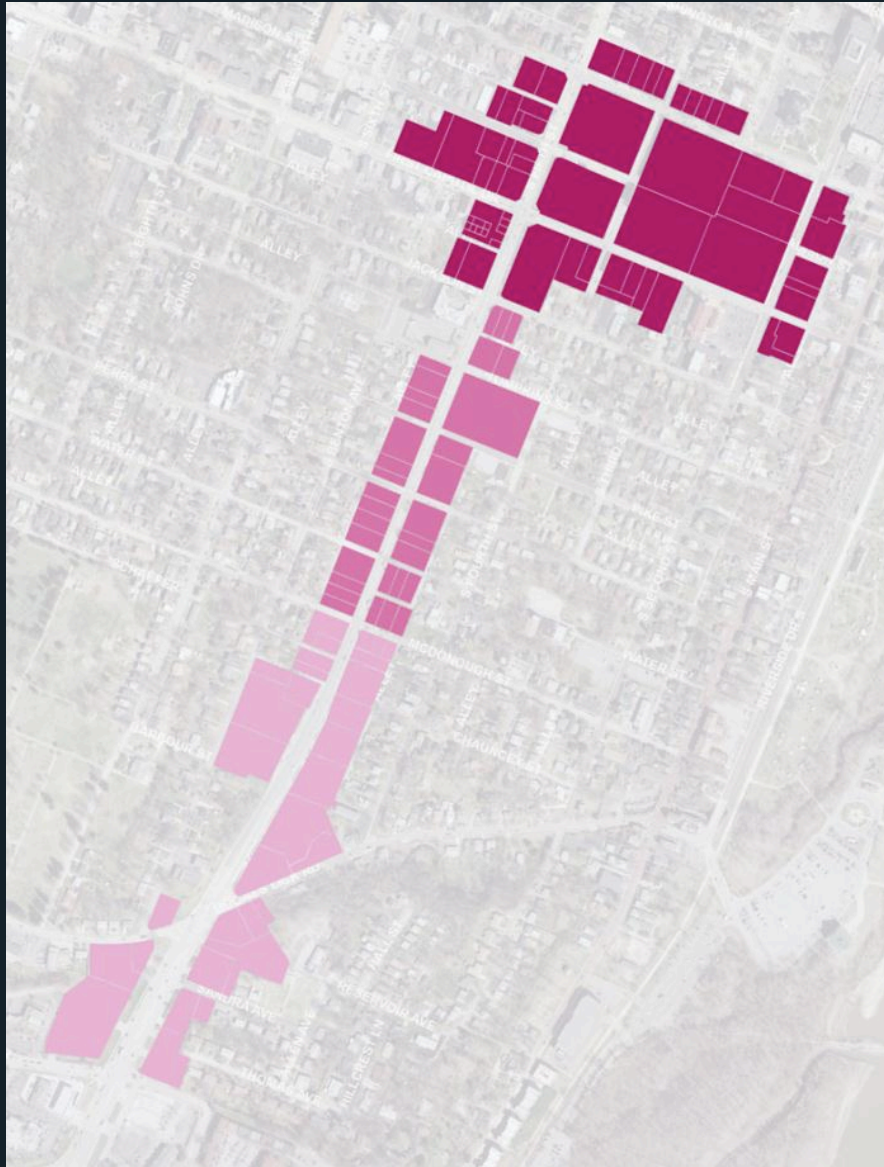


Plan View



Town of Wake Forest, NC UDO Frontage/Block Typology 9/22/2010  
The Lawrence Group | Town Planning Architecture Landscape Architecture

# New Form-based Standards



- Convert area around Hospital from CBD to Hospital Village Center
- Neighborhood Center from Jackson to McDonough
- Existing C-2 south of McDonough with better landscaping and access management

## Next Steps

- Detailed Evaluation/Documentation
- Plan Adoption
- Change to Zoning Standards
- Funding & Implementation
  - Local Funding
  - Federal Funding Through East West Gateway
    - Surface Transportation Program
    - Congestion Mitigation and Air Quality (CMAQ)
    - Enhancement Funding
  - New Programs

## FIFTH STREET CORRIDOR / HOSPITAL DISTRICT MASTER PLAN

